

Planning Committee

Tuesday, 14 November 2017

| | | |
|--|--|-----------------------------------|
| Planning application no. | 17/00891/FUL | |
| Site | Land on South West Corner of Sun Street, Wednesfield Road/ Broad Gauge Way, Wednesfield | |
| Proposal | Erection of a food retail store (Class A1) with associated access, car parking, servicing and landscaping | |
| Ward | Heath Town | |
| Applicant | Aldi Stores Limited | |
| Cabinet member with lead responsibility | Councillor John C Reynolds Cabinet Member for City Economy | |
| Accountable Director | Keren Jones, Service Director, City Economy | |
| Originating service | Planning | |
| Accountable employee | Jenny Davies | Section Leader |
| | Tel | 01902 555608 |
| | Email | jenny.davies@wolverhampton.gov.uk |

1.0 Summary recommendation

1.1 Grant subject to conditions.

2.0 Application site

- 2.1 The site is teardrop shaped and approximately 0.82ha, located on the corner of Wednesfield Road, Sun Street and Broad Gauge Way which is approximately 240m (walking distance) from the Ring Road and within easy walking distance of the railway station.
- 2.2 The land is cleared and has been vacant for many years. The site is within the Canalside Quarter, which is an area defined within the Wolverhampton Area Action Plan as a site with regeneration potential.
- 2.3 To the north is a mix of housing and commercial. To the east is the Royal Mail sorting office and to the south are three/four-storey apartments and to the far south west a hotel/restaurant and low-level station.

2.4 There are access stubs on Broad Gauge Way to serve a previously approved, but undeveloped car showroom development.

3.0 Application details

3.1 The proposed development is a 1254 sq.m retail food store to be occupied by Aldi. The main building would be positioned on the eastern boundary of the site set back from Wednesfield Road due to a large underground drainage holding tank.

3.2 Car parking for 120 vehicles would be provided and include seven disabled parking bays, six parent/child spaces, six rapid charge hybrid/e-car spaces, seven staff parking spaces and cycle storage for 18 cycles.

3.3 The building is low-rise with a height of 5.5m and 8.1m for the tower on the north-east corner. The main entrance would face west, overlooking the car park. The building would be constructed of brick and aluminium rainscreen cladding with glazing and an aluminium canopy.

3.4 One vehicle access is proposed off Broad Gauge Way to provide access for all vehicles including service vehicles.

3.5 Tree planting and landscaping are proposed with a new 1.5m high boundary wall around the perimeter of the site.

4.0 Relevant policy documents

4.1 National Planning Policy Framework (NPPF)

4.2 The Development Plan:
Wolverhampton Unitary Development Plan (UDP)
Black Country Core Strategy (BCCS)
Wolverhampton City Centre Area Action Plan (AAP)

5.0 Publicity

5.1 Eight letters of objection from residents have been received, including a request to speak to Planning Committee. The reasons for objection include:

- Traffic generation
- Parking and access issues
- Noise disturbance from servicing

5.2 An objection has been received from Asda who consider the proposal fails to meet the impact tests of the NPPF and that there are inaccurate assumptions in the Transport Assessment.

6.0 Consultees

- 6.1 Highways have no objections subject to conditions.
- 6.2 Environmental Health have no objection subject to conditions to restrict hours of deliveries, hours of opening, hours of operation during construction, a construction method statement, provision of electric charging points, restrictions on noise from plant and a site investigation report.
- 6.3 Police have no objections but recommend access control to the car park to prevent anti-social use of the site outside of store closing hours.
- 6.4 Severn Trent have no objections subject to a condition that drainage details are submitted.

7.0 Legal implications

- 7.1 There are no legal implications arising from this report [LD/31102017/A].

8.0 Appraisal

- 8.1 The application is within the Canalside Quarter Character Area (Policy CA4, site 4h) of the Wolverhampton City Centre Area Action Plan. For retail planning purposes the site is in an “out-of-centre” location. The potential for convenience retail provision at the site is recognised in the AAP and information provided by the applicant relates to the sequential test and impact tests as required by Core Strategy Policy CEN7 and NPPF para 24.
- 8.2 In terms of the sequential test, there are no suitable, available or viable sequentially preferable alternative sites that could reasonably provide a convenience retail store in the order of that proposed.
- 8.3 In terms of the impact tests, there is no evidence that the proposal would cause any significantly adverse impacts in terms of NPPF para 26.
- 8.4 The proposal would enhance consumer choice and competition, by providing a new convenience retail operator in this part of the City. The proposal will serve the many regeneration schemes in the Canalside Quarter, such as existing student and residential accommodation, future residential provision on housing allocation sites in the Character Area, the Springfield Brewery Campus, as well as serving a wider catchment area of adjoining residential areas.
- 8.5 The proposed parking provision for a food retail store of this size would be 131 spaces. The proposal would provide 120 spaces in total. There are 13 of those 120 spaces situated in a 9m wide ‘clear zone’ for the Midland Metro Line 2 which would be lost if the Midland Metro works were to go ahead, however; given the highly accessible location, proximity to the City Centre and improved parking restrictions on the surrounding roads

the slightly lower provision of parking would not result in a serious impact on highway safety.

- 8.6 The proposed site access, disabled parking and cycle parking provision is acceptable. The kerb line of the access road has been amended to allow articulated vehicles to leave the site without using both sides of the road (Broad Gauge Way).
- 8.7 Any impact on residents by reason of noise disturbance can be satisfactorily mitigated against by imposing restrictions on the times of deliveries, opening hours and restricting noise levels from the external plant area.
- 8.8 The building would be single storey in height with a double storey corner feature. The site is elevated from Wednesfield Road which increases the visual impact of the building in the streetscene and therefore the proposed scale and massing of the development is acceptable. The brick, rainscreen cladding and glazing are appropriate materials and in-keeping with the character of the area.
- 8.9 It is not feasible to position the building on the corner of the site due to the underground water storage tank and 6m stand-off zone. However, given these constraints, the proposal maximises the prominence of the site in this gateway location by including a corner feature and distinctive material palette.
- 8.10 The proposed boundary wall would provide a sense of enclosure and is typical of the boundary treatments implemented on adjacent sites and which have now become a characteristic feature of the area.
- 8.11 The development would be softened by landscaping and the planting of 24 trees across the site.

9.0 Conclusion

- 9.1 The proposed development is acceptable in principle and in accordance with the development plan.

10.0 Detail recommendation

- 10.1 That planning application 17/00891/FUL be granted planning permission subject to appropriate conditions to include those below:

- Submission of materials
- Hours of deliveries
- Hours of opening
- Lighting
- Traffic Regulation Order
- Travel Plan
- Boundary wall railing detail
- Cycle shelters

This report is PUBLIC
[NOT PROTECTIVELY MARKED]

- Reinststate the footpath
- Provision of four electrical charging points
- Construction method statement
- Plant noise restriction
- Site investigation
- Drainage
- Access control to car park
- Renewable energy
- Hours during construction
- Landscaping details

